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HONGKONG FRIDAY, AUGUST 20, 1909.

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JAPAN, NIPPON, OR NIHON.

The Japan Chronicle in the course of a recent article gives a lucid explanation of the reason why Japan has come to have so many names. Says our contemporary:—

The word "Nippon," or "Nihon," is no more than the Japanese rendering of the two Chinese characters 日本. The actual pronunciation in the Canton dialect is "Jatpun," which is certainly nearer to the accepted sound "Japan" than "Nihon." If the latter word were the original Japanese name, there might be some semblance of reason in the proposal to adopt it in English, but this is not the case. Japan had several native names, one of the earliest being "Yamato," originally that of one province, was extended to the whole country. When the Japanese began studying Chinese literature they noticed references to an eastern land called 日本, "Origin of the Sun" or "Land of the Rising Sun," which was ascertained to refer to their own country. The idea expressed in the characters pleased them apparently, for they translated them into Japanese—*Yamato*, which became another name for Japan. Later they attempted to pronounce them *da-cha-chi*—"Jatpun"—and arrived at a sound something like "Jitpon," which became converted into "Nippon," but owing to the difficulty the Japanese find in pronouncing the consonant *t*, that sound was dropped and the word became "Nihon." Later it was thought aliphad to drop the sound of the *t* and it was restored, but with the inevitable substitution which turns the Japanese *t* into *ts* or *ch*—hence *ni-tsu* or *ni-ch*. In combination with *hon*, the syllable was then modified in the usual way and the word "Nippon" resulted. Both forms are used at the present time. Thus it will be seen that the Japanese sound is merely a corruption of the true sound, following on the lines of Japanese phonetics. The English language is not guided by Japanese rules of phonetics, so that it retained a pronunciation of the word which accorded with its own laws, while, curiously, at the same time being a nearer approximation to the actual sound of the characters than the Japanese version. In discussing the question the *Japan Mail* surprisingly remarks that "the name 'Japan' is a Dutch corruption of 'Nippon,' and that the Japanese should not like to use it in speaking of their own country; is intelligible enough." As shown above, there is not the slightest ground for this view. The name reached Europe through Marco Polo, who uses the word *Jipangu* as representing the pronunciation of "Jatpun" or "Jitpon." There is thus no shadow of excuse for the foolish Japanese Chauvinists who insist that Englishmen should use the word "Nippon" instead of "Japan" in their literature. Moreover, if the word "Nippon" is to be used instead of "Japan," then the Japanese should logically say "England" instead of "Eikoku" or "Jingiro," "Chungking" instead of "Shina" or "Shinkoku," "Deutschland" instead of "Doitsu" or "Doikoku," etc. Here the absurdity of the argument is apparent, as the native names of the various countries are unpronounceable by Japanese. Modified names have accordingly to be adopted, which better harmonize with the language. The same applies to other languages.

The return of court-martial in the British Navy during 1908 shows that altogether 219 offences against discipline and punishable by ordinary law, were charged against seamen and Royal Marines afloat. By far the greater number were offences against superior authority, there being 87 charges of striking and attempting to strike superior officers, and 18 of acts prejudicial to good order and discipline. The only offences punishable by ordinary law, were 46 of theft and embezzlement, and six of disgraceful conduct. Punishments were inflicted in 127 cases, the sentences being as follows: 46 imprisonment and dismissal, with or without disgrace; 73 cells, one dismissal, two discharging, one dismissal from ship, and one forfeiture of good conduct medal or badge. In none of these cases were legs concerned.

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H. OISHI,
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No. 2, PEDDAR STREET,
HONGKONG.

Hongkong, January 8, 1909. 818

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the
ORDINARY HALF-YEARLY
MEETING of the SHAREHOLDERS in
this Corporation will be held at the CITY
HALL, Hongkong, on SATURDAY, the
21st day of August, 1909, at Noon, for the
purpose of receiving the Report of the
Court of Directors together with a State-
ment of Accounts to 30th June 1909.
The REGISTER of SHARES of the
Corporation will be CLOSED from MON-
DAY, the 9th August to SATURDAY, the
21st August, 1909, (both days inclusive),
during which period no transfer of Shares
can be registered.
By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, July 31, 1909. 969

HONGKONG AND WHAMPOA DOCK COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY
MEETING of Shareholders will be
held in the Office of the Company, Queen's
Buildings, Connaught Road, on MONDAY,
23rd August, at 12 o'clock Noon, for the
purpose of receiving the Report of the
Directors and the Statement of Accounts to
the 30th June, 1909.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 9th to
the 23rd August, both days inclusive.
By Order of the Board of Directors,
GEO. A. CALDWELL,
Acting Secretary.

Hongkong, July 10, 1909. 950

HONGKONG ICE COMPANY,
LIMITED.

NOTICE.

IN accordance with the Provisions of
No. 104 of the Articles of Association of
the General Managers have this day declared
an INTERIM DIVIDEND for the
half-year ended 30th June, 1909, of TWO
DOLLARS PER SHARE.
DIVIDEND WARRANTS may be ob-
tained on application at the Office of the
Company on and after WEDNESDAY,
25th instant.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 10th inst.
to 24th instant, both days inclusive.
JARDINE, MATHESON & Co., Ltd.,
General Managers.

Hongkong, August 13, 1909. 1023

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TRIAL ORDERS SOLICITED.

ONE OF THE MODERNISTS.

The Late Father Tyrrell.

George Tyrrell, whose death occurred last
month, was born in Dublin in 1861, of a
family distinguished by brilliant gifts of
intellect. In 1879 he was admitted into
the Roman Communion, and later on he
was made teacher of philosophy to the
novices of Stonyhurst. But it was as a
writer that he found his true vocation. Such
works as "The Faith of the Millions,"
"Hard Sayings," and "Nova et Vetera"
showed a new and original mind in re-
ligious literature. His intellect was always
inspired by an immense sympathy with
the actual difficulties of the ordinary lay
mind. In the attempt to help those of
his own communion who resorted to him
with their difficulties he was led to extend
the scope of his apologetic writings and
probably to sound the depths of his own
thoughts. The result of this fundamental
handling of religious difficulties appeared
in several small treatises privately printed.
One of these was translated without
Tyrrell's knowledge into Italian, and
during the ferment caused by Fogazzaro's
novel "Il Santo," extracts from it
were published in a Milanese news-
paper. This document, the full text of
which Tyrrell afterwards gave to the world
under the title of "A Much-Abused
Lester," led to his expulsion from the
Society of Jesus. In 1907 modernism was
formally condemned by Pius X.'s encyclical
"Pascendi." Tyrrell's criticism of that
document in *The Times* was the occasion of
his virtual excommunication from the
church which he had so long laboured to
defend and interpret to the modern mind.
His life was one of conflict, but he himself
was the simplest and most affectionate of
men.

Before he died Mr Tyrrell received the
last rites of the Roman Catholic Church.
The authorities of that communion, how-
ever, say that that could not be done, as
he had not retracted his errors.

THE NEW SHAH OF PERSIA.

Some very interesting details are
furnished by the special correspondent
of *The Times* who was present in Teheran
during the recent troubles, of the attitude
of the deposed Shah and the manly be-
haviour of the little lad who has succeeded
him on the throne. It seems that the
Provisional Government sent word to the
Anglo-Russian representatives that they
wished to send a delegation to the ex-Shah
formally to announce his deposition. When
his Majesty was informed of this he
replied that by taking protection under
a foreign flag he considered that he had
forfeited the throne, and that the
step proposed was unnecessary. The
Government also notified the Legations
of the nomination of the new Shah,
and asked that he should be delivered
to their keeping. M. Sablin answered
the request to the new Shah, who replied
that he thought his mother would not con-
sent. The Shah then told M. Sablin to
his mother and an affecting scene ensued.
Both the mother and father broke down at
the thought of parting with their favourite
son and offered their second son in his
place. M. Sablin replied that the selection
had been made by the people and that he
had no voice in the matter. The boy wept
bitterly in sympathy with his parents and
declined to leave his mother. Finally their
Majesties were persuaded to agree. On
receiving the Shah's assent, the necessary
proclamation was immediately promulgated
and it was arranged that the Regent and
a Nationalist delegation would receive the
little Shah.

An interested crowd witnessed his
departure next morning from the custody
of his natural guardians. During the
morning Sultan Ahmed wept bitterly at
the prospect of becoming a King, and it
required a stern message to the effect that
crying was not allowed in the Russian
Legation before he dried his eyes. Then the
little man came out bravely, entered a large
carriage, and drove off alone, escorted by
Cossacks, Sowars, and Persian Cossacks.
At Sultanabad he was met by the Regent
and the deputation and ceremoniously
posited of his high position and of the
hope entertained by the nation that he
will replace the late Shah. Arrangements
for the Coronation will be made hereafter. In
the mean-while the little Shah, who is
guarded by Bakhtiari, remains with his
tutors at Sultanabad, where his mother
is free to visit him.

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Full particulars of former employment
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Hongkong, August 13, 1909. 1010

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HONGKONG.

Hongkong, August 10, 1909. 1008

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A HOUSEHOLD REMEDY FOR

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WHISKY

A Blend of the Finest Pure
Malt Whiskies distilled in
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FINE MELLOW
FLAVOUR.

PER DOZEN \$16.50.

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BULL DOG
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IN PINTS AND SPLITS.

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LIMITED,
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PREMIER HALL OF HONGKONG.
DES VUEX-ROAD CENTRAL.Two Performances:
7.15 to 9 and 9.15 to 11.15 p.m.CHANGE OF PROGRAMME
EVERY TWO DAYS.

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FRANK SISTERS,
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ON SATURDAYS AND SUNDAYS, at 4 p.m.
Hongkong, March 6, 1909.To Keep in Touch
With Home.BUY A
VICTOR TALKING
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200 MACHINESAND
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Hongkong, April 16, 1907.

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CHINA MAIL, LIMITED.

MEMOS FOR TO-MORROW.

Meeting.

Noon.—Meeting of the Hongkong and
Shanghai Banking Corporation at the
City Hall.

General Memoranda.

SUNDAY, August 22.—
Goods per *Palm* not cleared at 4 p.m.
on this date subject to rent.MONDAY, August 23.—
Noon.—Meeting of Hongkong & Wham
poa Dock Co., Ltd., at Co.'s Office.
Goods per *Yipson* undelivered after this
date subject to rent.WEDNESDAY, August 25.—
2.30 p.m.—Auction of Household Furni-
ture, &c. at Mr G. F. Lammer's sales
rooms.
Goods per *Yipson* undelivered after this
date subject to rent.THURSDAY, August 26.—
11 a.m.—Auction of 2,500 tons of Aus-
tralian Coal at Ramoth Police Station.
Goods per *Yipson* undelivered after
this date subject to rent.FRIDAY, August 27.—
2.30 p.m.—Auction of Household Furni-
ture, &c. at No. 2, Blue Buildings (first
floor).

The China Mail.

HONGKONG, FRIDAY, AUGUST 20, 1909.

PRESENT DAY FRANCE.

It does not always do to take too seriously the predictions of a JEREMIAH, or the ravings of a CASSANDRA; at the same time it would be fatuous folly to ignore them altogether. In England we are more than abundantly blessed with men and women who cry from the house-tops the terrible fate which awaits us through the physical and moral decadence which they say has followed the lowering of national ideals. The thing in fact has been rather overdone, and here and there we now hear voices raised pointing out the harm we are doing to our reputation in the eyes of other nations, particularly in the

East, in harping so continuously on this one particular string. It is therefore rather significant that just when England is easing off a little in the line of self-denunciation and self-deprecation, our neighbours across the Channel should have acquired the habit. It was not always so, for the French were, if anything, rather too self-complacent and self-satisfied regarding themselves and their national characteristics. Of late, however, the columns of such serious-minded journals as *Le Soleil*, *Le Figaro* and *Le Canard* have been filled with articles dwelling upon the perils which surround France, pointing to the widespread area of social decay which has befallen the Gallic nation. And the newspapers do not stand alone in pointing the moral driven home by all historians, from Herodotus to Fernand, that moral corruption saps the life-blood of the soundest nation if it is not attended to and suppressed at once. There has recently appeared in Paris a book entitled "Les Fleurs Nationales" written by M. RENE LAVOLLEE, who declares in burning words that his beloved country is being devastated by seven moral plagues. She is "being weakened," he says, by religious infidelity, depopulation, immorality, alcoholism, materialism, anti-militarism, and political corruption. It is a serious indictment and M. LAVOLLEE does not mince his words in passing sentence. Writing of infidelity and its evil effects he says:—"France has, in its national policy, abjured the Christian faith, of which it was so long champion. This is plainly proved by the attitude of the Government toward the Church, and the whole tendency of recent legislation. With this loss of faith has followed the loss of many qualities which work for national fortitude and for the character upon which national virility is based. Military prestige has vanished, the navy is a wreck, and does not now count as a serious factor in the plans of European cabinets, while the strained relations which have sprung up between the social orders have made the country an object of criticism and an example of warning to other nations."

Race suicide is another plague which is sapping the vitals of France. Mr. LAVOLLEE, president of the last Congress of Social Economy, comparing the birth-rates of the different European countries, recently remarked of France: "If this condition of things continues, in twenty years there will be two Germans for every Frenchman, if indeed France survives so long as a nation." The following figures are quoted in support of this contention: In the sixty years from 1840 to 1900 the population of Great Britain and Ireland increased 52 per cent.; that of Germany 59 per cent.; that of Austria 49 per cent.; Italy 36 per cent.; that of Russia 61 per cent.; that of France 14 per cent.; finally in 1907 the French population had decreased by 20,000. While the political economist enumerates as causes of this decrease the crowding of the rural population into cities, the military system which forces country youths to spend three years of early life amid the corruptions of the town, and the crushing weight of taxation, which amounts to \$50 per capita, the principal causes lie deeper. They are moral and include, selfish materialism, which concentrates the general mind on pleasure, and a diminished sense of duty, with the resultant increase in the number of suicides, of which 9,310 were recorded in the single year 1905. The moral decay of French literature, art, and drama, M. LAVOLLEE goes on to say, is doing its work in promoting French degeneracy and making Frenchmen of all classes the slaves of vice. Closely allied with this is alcoholism, concerning which he gives some startling figures. While the consumption of alcohol in England is decreasing, and so diminishing seriously the revenue derived from its taxation, in France the records for the consumption of alcohol show that during the latter half of the nineteenth century the quantity drunk per capita had more than doubled. The amount of alcohol employed for the production of absinthe and similar liquors has since tripled between

1874 and 1905. And in addition to the immorality, insanity, and crime directly due to alcoholism, collapse of the moral sense, impatience, and political corruption are now rampant in France, we are told. In the words of Mr. LAVOLLEE: "The passion for ease and comfort grows the more rapidly in proportion as it is gratified. More and more do we perceive in all classes, and more especially among young people of the lower orders, both in town and country, that the moral sense has become weakened. The care for material interests predominates, and ordinary character is the prey to uncontrolled desires. An impatient contempt for all authoritative restraint, a scoffing disbelief in the idea of duty, and a dread of and hatred for all effort or self-sacrifice prevail."

As we remarked at the outset of this article, it is as well to discount much of this Jeremiahs and to bear in mind that France is one of the wealthiest nations of the west; her peasantry the thriftiest. There is, however, a good deal of truth in Oliver Goldsmith's dictum:

"Ill fares the land, to hastening ills
A prey
Where wealth accumulates and
men decay."

NEWS OF THE DAY.

The French Mail of the 20th July was delivered in London on the 19th inst.

Telegrams from Melbourne state that the Budget for the Commonwealth includes an estimate of £1,500,000 for old age pensions, and £1,575,000 for defence. Funds for a Dreadnought or the equivalent will be provided when required.

The group of Swiss speculators who a year ago, demanded of the authorities of the Canton of Valais a concession to construct a fanciful line up the Matterhorn from Zermatt have abandoned the project, as a result of the strong local protest (in which many English joined) against the scheme.

It is reported from Stockholm that the Swedish strike is growing steadily more serious. The gas and electricity employees have now joined it on their own initiative. The milk carriers entering the city from the country districts are escorted by troops. The strikers are urging the railway men and printers' employees to join them.

It is reported from Barcelona that a great strike is being prepared at that city as a protest against the continued detention in prison of the persons who were arrested during the recent disturbances. The commandant of the troops declares that he will take very strong steps to quell any disorder, and that persons looting will be summarily shot.

Telegraphing from Beverley, Mass., the summer resort where he is now staying, President Taft says that he is watching with careful attention the dispute between Japan and China in regard to the Antung-Mukden Railway. Should each insist that the other is acting in violation of the Treaty, and the dispute be dragged on interminably, the question will require the consideration of others, and the United States will not remain silent.

A telegram from Formosa to the Japanese Home Department reports that a storm broke out in Formosa on the 9th inst., as a result of which 544 houses have been flooded, a Japanese being drowned. The public roads were damaged in 28 places, to the extent of about 1,224 feet. Several rivers overflowed their banks, causing displacement to the traffic in the districts. The railways were also damaged, the traffic on them being brought to a standstill. The river Tamusi rose over seven feet.

On the 28th ultimo a Chinese named Li Tung-chun, of Shantung province, who had been in the service of the Chinese Legation in Tokyo, was arrested by the Police in Chemulpo on the charge of having stolen ¥30,000, which was entrusted to him in order to defray the expenses of Chinese students studying in Japan. It is alleged that the Chinese attempted his escape with the money some months ago and came over to Chemulpo on May 2 after visiting famous places and historic sites on the way. —*Seoul Press.*

On July 17 President Fallieres visited Havre and opened a new quay there. The Northern and Mediterranean squadrons of the French fleet were assembled, and the British battleship *Yipson* had been sent to convey the King's greetings to the President. After the opening of the quay the President held a naval review, after which he despatched to King Edward a telegram thanking him for the presence of the *Yipson*. At a dinner afterwards given at the sub-prefecture very cordial speeches were interchanged between the President and Rear-Admiral Bouché, who had borne King Edward's congratulations to M. Fallieres.

DON'T IGNORE SLIGHT INJURIES.
DON'T neglect giving every cut, wound, or bruise prompt attention. Blood poisons may appear and an ugly scar or even the loss of a limb result. Chamberlain's Pain Balm is an infallible, soothing, and healing remedy, and is given in reasonable time will prevent any dangerous consequences. For sale by all chemists and druggists.

NEWS OF THE DAY.

Tonight Madame Harrison, the celebrated comic artist, makes her debut at that popular hall of entertainment, the Victoria Cinematograph.

The Agent in Hongkong of the Chinese Engineering and Mining Co., Ltd., informs us that the total output of the Company's three mines for the week ending 7th August amounted to 29,014.87 tons and the sales during the period to 18,519.34 tons.

The *Jiji Shimpo* is lending its powerful influence to the agitation which seeks to abolish the sword now worn by the Japanese policemen. The sword, says our contemporary, is a relic of barbarism and it points out that the police of England and the United States discharge their onerous duties without recourse to its aid.

The following figures, which the *Japan Mail* takes from the *Banki Shimpo*, show the growth of deposits in Japanese postal savings banks during the past few years:

Depositors.	1904.	1905.	1906.	1907.	1908.	1909 (Up to June).
	5,006	5,943	7,414	8,077	8,865	9,000
	43,151,000	56,213,000	81,639,000	97,809,000	112,141,000	114,378,000

Oberramberg, a picturesque village in Bavaria about 8 miles from Munich, is celebrated for the passion play which is performed there every 10 years. The next performances take place in 1910, the play being given 32 times between May and September. Messrs. Thos. Cook and Son have been appointed Official Agents for the play and will be pleased to give any further information on application at their local office, 15, Des Voeux Road.

Tokio papers agree in stating that the Yalu Lumber Company's operations have ended in failure. The year of co-operative effort has now nearly passed, says the *Japan Mail*, and the time is at hand when the business of the Company will have to be handed over to private hands. It was expected that the enterprise would have proved a model of international success, but our contemporaries call it a model of international failure. They allege that, of the three millions of yen forming the Company's capital, one million has been completely expended and the other two millions are lying idle in the bank.

SOCIAL AND PERSONAL.

Mr. R. H. Powers, who was born at Williamsburg, U.S.A., in 1836, served some years in the American Navy, and settled in Nagasaki in 1868, where he established a business as auctioneer, ship-chandler and provision merchant, has just died. His wife and son predeceased him, and he leaves one daughter to mourn his loss.

A memorial fund, to commemorate the heroism of the late Dr. Chas. Laloux, has been started at Bombay. The fund was growing steadily at the departure of the last mail and it then amounted to over Rs. 6,000, to which H.E., the Governor of Bombay, many members of the Indian Civil Service and all communities contributed.

The latest news from Sir Haviland de Saumarez is that he and Lady de Saumarez are in good health and that they expect to leave Guernsey towards the end of August, in time to catch the train from Moscow on September 1. Sir Haviland de Saumarez, who is Judge of H.E.M.'s Supreme Court for China and Korea, may therefore be expected in Shanghai about September 15.

A CHAIR COOLIE'S DODGE.

An interesting story was told at the Magistracy to-day in connection with the refusal of a chair coolie to accept a fare. It seems that the person desirous of making use of this means of conveyance was a Portuguese of rather ample proportions and that when he advanced the chair coolie showed a distinct disinclination to accept his patronage. An offer of 50 cents was made to him, but still they remained obstinate, whereupon the Portuguese became angry and struck one of the coolies in the face. The latter gave a hideous howl and then dropped to the ground as though unconscious. Feeling somewhat concerned, the Portuguese saw that the coolie was conveyed to a Club, and called in a medical man, who, after an examination, declared that there was nothing whatever wrong with the coolie. However, as he still remained in a stupid state he was taken in an ambulance to hospital, where examination by another doctor resulted in the same opinion being given. Apparently the coolie was shamming, for in a very short time he got up, left the hospital and took out a summons against the Portuguese, who, in turn, issued a cross-summons against the coolie for refusing to accept a legal fare.

Fines of £7, on both the coolie and the Portuguese were inflicted by Mr. F. A. Hasland.

PROPER TREATMENT FOR DYSENTERY AND DIARRHOEA.
THE great mortality from dysentery and diarrhoea is due to a lack of proper treatment at the first stages of the disease. Chamberlain's Colic, Cholera and Diarrhoea Remedy is a reliable and effective medicine, and, when given in reasonable time, will prevent any dangerous consequences. For sale by all chemists and druggists.

THE QUESTION IN THE LEVANT.

ENTERING A PACIFIC PHASE.

(Reuter's Service to the China Mail.)

London, August 19.
It is reported from Constantinople that the situation seems to have decisively entered upon a pacific phase in consequence of Greek assurances that the forthcoming reply to the Turkish Note will be satisfactory.

London, August 20.

Reuter learns that the Greek reply is couched in conciliatory terms and that it justifies the hope that it will satisfy the Porte and remove Turco-Greek misunderstandings.

GERMAN NAVAL MANOEUVRES.

FLEET OF ONE HUNDRED VESSELS ENGAGED.

(Reuter's Service to the China Mail.)

London, August 19.

German secret Naval Manoeuvres have commenced in the West Baltic and will probably extend to the North Sea.

Nearly 100 hundred vessels comprise the Fleet, which is commanded by Prince Henry of Prussia.

H. M. the Kaiser will review the Fleet at Sagenitz on the 30th inst.

LIEUT. SHACKLETON.

GOVERNMENT GRANT OF £20,000.

(Reuter's Service to the China Mail.)

London, August 20.

The Government has decided to grant Lieut. Shackleton a sum of £20,000 towards the heavy indebtedness incurred on his Antarctic Expedition.

AMERICA'S TRADE EXPANSION.

CONCESSIONS IN TURKEY.

(Reuter's Service to the China Mail.)

London, August 20.

The State Department at Washington announces that American firms are endeavouring to obtain valuable concessions in Asiatic Turkey, including the construction of railways through Angora, Van, Alexandretta and Aleppo and then on to the head waters of the Euphrates.

LICENSING APPLICATION REFUSED.

A meeting of the Justices of the Peace for the Colony was held this afternoon to consider an application from O. Bertolone for permission to remove the business now carried on by him under an adjunct licence on premises numbered 37, Queen's Road Central, to the unnumbered premises in York Buildings, which were formerly occupied by Messrs. Cotnam and Company.

Mr. J. R. Wood presided and there were also present Capt-Supt. F. J. Badesley, Messrs. C. A. D. Melbourne, and P. H. Holyoak.

The proceedings were conducted in private, but subsequently it was announced that the application was refused.

A return presented to the House of Lords, at the request of the Earl of Donoughmore, shows the number of cattle drives in Ireland during 1907 and 1908 and the first quarter of the present year. The total number of "drives" was 1,145, in connection with which 1,363 persons were convicted.

CHAMBERLAIN'S COUGH REMEDY.

THIS is a medicine of great worth and merit. Try it when you have a cough or cold and you are certain to be pleased with the quick relief which it affords. It is pleasant to take and can always be depended upon. For sale by all chemists and druggists.

ANY unusual looseness of a child's bowels during the hot weather should be a warning to mothers. Infantile cholera may develop in a few hours, and prompt action should be taken to avoid it. Chamberlain's Colic, Cholera and Diarrhoea Remedy, followed by a dose of castor oil, will check the disease in its incipient stage, and all danger may be avoided. For sale by all chemists and druggists.

Infantile Cholera.
ANY unusual looseness of a child's bowels during the hot weather should be a warning to mothers. Infantile cholera may develop in a few hours, and prompt action should be taken to avoid it. Chamberlain's Colic, Cholera and Diarrhoea Remedy, followed by a dose of castor oil, will check the disease in its incipient stage, and all danger may be avoided. For sale by all chemists and druggists.

JAPANESE CHERRY TREES FOR THE POTOMAC.

A PRESENT FROM TOKYO.

(Independent News Agency's Service to the China Mail.)

Tokyo, August 19.

Mrs. Taft and other leading ladies in America being enthusiastically desirous of transplanting Japanese cherry trees in the newly-proposed Washington Park on the banks of the Potomac, the Tokyo City Assembly has decided to present Washington with 800 cherry trees, ten feet high, as a reminder of the goodwill now animating both nations!

ORIENTAL EXPLOITATION COMPANY.

(Independent News Agency's Service to the China Mail.)

Tokyo, August 19.

Messrs. Furnichi, Shimizu, Iwashita, Yamamoto, and Jotiro have been appointed Directors of the Oriental Exploitation Company.

PAPER SUPPRESSED.

(H. A. T. S. Service.)

Peking, August 19.

The *Kung Yin Po*, of Peking, for publishing news connected with the Manchurian railway affair, has been ordered to close up.

THE ANTUNG MUKDEN RAILWAY.

(H. A. T. S. Service.)

Peking, August 19.

Negotiations have been opened between the Board of Foreign Affairs and the Japanese Minister respecting the railway question in Manchuria.

THE NEW VICEROY OF CANTON.

LEAVES SHANGHAI ON AUGUST 23.

(H. A. T. S. Service.)

Peking, August 19.

H. E. Yau Shu-fan, the new Viceroy of Canton, will leave Nanking on August 22nd, travelling to Shanghai by railway. He will come down to Canton on the C.M.S.N. Co's steamer San Ming, leaving Shanghai on 28th August.

ITEMS AT THE COURTS.

For trespassing at Sai Wan O market by lounging in an unlicensed stall, a native was, at the Magistracy to-day, fined \$2 by Mr. J. R. Wood. Earlier in the week Mr. F. A. Hasland fined several offenders \$15 each for a like offence.

Two Chinese sailors were quarrelling on board the s.s. *Lightning* while in port when another dashed up from the other end of the deck and with a clasp knife stabbed one of them in the eye and on the back. The wounded man was taken to hospital. For committing the act the assailant was to-day sentenced to two months' hard labour.

INFANTILE CHOLERA.

ANY unusual looseness of a child's bowels during the hot weather should be a warning to mothers. Infantile cholera may develop in a few hours, and prompt action should be taken to avoid it. Chamberlain's Colic, Cholera and Diarrhoea Remedy, followed by a dose of castor oil, will check the disease in its incipient stage, and all danger may be avoided. For sale by all chemists and druggists.

CLUB WHISKY

AGE, QUALITY
AND
MELLOWNESS.

Test for 15 years as an Ideal Scotch
for this climate.

\$14 - - - Per Case.

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WINE MERCHANTS

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HONGKONG SERVICE NOTES.

Garrison Billiard Championship.

SEMI-FINALS.
The standing room of the Soldiers' Club Billiard Room was taxed to the utmost on Friday last when C.M.S. Stenham, R.A., met Gunner Healey. In the previous games which these two players had played in this competition neither player had had very much difficulty in winning, and the highest breaks of the competition were Stenham 43, Healey 44. When play commenced it seemed as if Stenham was to get a lead of 60 before he scored 90 last game, as from this point he played Healey level and certainly showed to greater advantage than he did in the earlier stages. Healey won with 60 points to spare with breaks of 18, 19 (2), 17 (3) and 16. Stenham made breaks of 25, 21, 20, 17, 15 (2). Time, 1 hour 45 minutes.

All the available places for witnessing a billiard match in the Soldiers' Club were again occupied on Monday night when O. S. M. Owen, R. G. A., and Sapper Heigh met. Heigh started fairly well, but over anxiety to keep Owen from scoring spoiled his play throughout. Owen was not to be denied, however, and playing an uphill game till 243 all was reached he passed Heigh and getting a lead of 25 with only eight points wanted to finish looked like winning. Heigh, however, for the second time in this competition finished in a most sensational manner, beating Owen by two points with the score 300-298. Best breaks were, Heigh 20, 18 (2), 15 (3) and 14 (3); Owen 21, 20, 17 and 16 (3). Time, 1 hour 55 minutes.

The date for the final has not yet been fixed as the O. C. Troop, Colonel Darling, has promised to present the prizes and the Committee are awaiting his pleasure in the fixing of a date.

R. E. JUNIOR BILLIARD HANDICAP.

This handicap was finished on Wednesday night when Bugler Cooke met and defeated Sapper Wilkinson by 23 points.

SEMI-FINAL.

Sapper Wilkinson beat Sapper Jackson, Bugler Cooke.

PRIZE LIST.

Bugler Cooke (receives 70) \$25.00
Sapper Wilkinson (owes 10) \$12.00
Sapper Jackson (owes 20) \$5.00
Sapper Cooke (owes 10) \$5.00

BETTER PRIZES.

Sapper Heigh (owes 100) \$5 break \$5.
Owen (owes 20) \$7 break \$5.
S. Cpl. Harrison (receives 20) \$5 break \$5.

WATER-POLO.

Buffs Inter Co. League. Results, 4th Round:—

C. Co. beat F. Co. 3 goals to 1.
G. Co. beat D. Co. 3 goals to 1.

Draw for 5th Round:—

C. Co. v. D. Co.
A. Co. v. H. Co.
F. Co. v. G. Co.
E. Co. v. B. Co.

Matches to be played in the R. E. Camber on or before Wednesday, 25th inst.

LEAGUE TABLE.

COY.	P.	W.	D.	L.	P.	A.	Pts.
A. Co.	4	3	1	0	21	4	10
B. Co.	4	3	1	0	22	5	10
C. Co.	4	3	0	1	15	7	9
D. Co.	4	2	0	2	10	9	6
E. Co.	4	2	0	2	18	8	6
F. Co.	4	1	0	3	6	14	3
G. Co.	4	1	0	3	5	18	3
H. Co.	4	0	0	4	1	20	0

SOLDIERS' CLUB TROPHIES.

"Soldiers' trophies offered for competition," the Soldiers' Club do not receive the attention they deserve. A Cricket Shield that would do credit to any league has a resting place in the R. A. Sergeant's Mess where it has been since 1900. Nobody seems to take any interest in this trophy until everything else is played for and the consequence is that at the end of the season it has always to be put off owing to the closing of the military ground. That such a state of affairs exist reflects very much to the discredit of the Sub-Committee of the Garrison Recreation Club whose duty it is to look after matters of this kind. It has been suggested that this competition should take place in September before the local league or football season proper commences, and as only army teams compete for this trophy, the suggestion certainly deserves the attention of the committee responsible.

FOOTBALL.

The arrangements for the Army and Navy Challenge Shield Competition are not much better than the Cricket. This competition has of late years been put off till the end of the season and the consequence is that we have a Football Association, as it is really their duty to allot dates for competitions of this kind. Service representatives please note and try to arrange that this competition receives the attention it deserves. While on the subject of Army and Navy football might I also suggest that a suitable date be allotted for an Army and Navy match.

Military teams will not be able to play on the ground at Happy Valley before the latter end of October owing to the returning and changing of the site. It is to be hoped that the civilian and naval teams who may enter the Hongkong League will see that the fixtures do not suffer in any way by this delay.

OBJECTIONS HAVING BEEN RAISED TO A TEAM BEING CALLED "THE UNITED SERVICE" THE COMMITTEE HAVE DECIDED THAT THE CLUB SHALL BE CALLED THE "DEPARTMENTAL FOOTBALL CLUB."

SENTINEL.

LEGISLATIVE COUNCIL.

No Meeting To-day.

The Legislative Council Meeting, which was to have been held to-day, has been postponed; we presume to allow members a longer period to consider the Licensing question.

TO-MORROW'S OPEN-AIR CONCERT.

We give below the programme for the open-air concert which is to be given to-morrow (Saturday) night on the Kowloon Cricket Club ground in aid of the Seamen's Mission:—

Part 1.—Overture, "Tannhauser," Band of The Buffs; tenor solo, "Life the Organist," Rev. A. P. Crofton; soprano solo, "A Wake," Mrs. J. W. Kow; baritone solo, "The Bandolero," Mr. W. S. Hone; soprano solo, "Valia," Miss Parks; humorous duet, Selected, Messrs. Worcester and Carroll; selection, "Cavalleria Rusticana," the Band.

Part 2.—Nautical Selection, "A Life on the Ocean Wave," Band of the Buffs; soprano solo, "Il Bacio," Mrs. Bellio; vocal duet, "A Night in Venice," Mrs. J. W. Kow, and Mr. E. B. Ayris; humorous song, Selected, Mr. Worcester; selection, "A Waltz Dream," the Band.

AN OBSTREPEROUS HOUSE BOY.

Knocked His Mistress Down.

In the Court of Summary Jurisdiction this morning, before Mr. Justice Gompertz, a case was mentioned in which Liu Mei, a house boy, claimed \$15 from Mrs. C. Robertson, of Quarry Bay, being the amount of one month's wages, alleged to be due from July 1st to July 31st.

Mr. P. W. Goldring, who was for defendant, stated that he wished the case adjourned, as he had decided to bring a cross-action. He had paid \$3 into Court, with a denial of liability.

His Lordship: "What is the cross-action?"

Mr. Goldring—Simply for damages for leaving without notice. The man was actually in the service of Mrs. Robertson from the 11th to the 24th of July. He left on the 26th. It appears that he ran away. He was a very obstreperous person. He knocked Mrs. Robertson down and ran away. Police Court proceedings will be taken, but I want to dispose of this first.

His Lordship—When will the Police Court proceedings be taken?

Mr. Goldring—I shall begin when this is finished with.

His Lordship—You have waited a long time.

Mr. Goldring—This is the first time I have been able to get hold of him.

His Lordship—Were the police immediately informed?

Mr. Goldring—No, my Lord.

The case was adjourned for a week in order to allow the writ for the cross-action to be served.

TERRIBLE ACCIDENT AT BERLIN MOTOR RACES.

Flaming Machine Hurled Among Spectators.

A terrible accident occurred on July 18 on the new bicycle track in the old Botanic Gardens, Berlin. During a race two motor cycles which were acting as pacers collided, and one of them, which caught fire, was hurled over the barrier and fell among the spectators. Seven persons are reported to have been killed and about 30 seriously injured. The accident occurred at half-past five, o'clock, during the progress of a long distance race. According to the narrative of spectators one of the motor pacers, ridden by a man named Ryser, suddenly exploded with a deafening report, and the whole machine, enveloped in flames, was hurled through the air into a densely crowded stand. A scene of indescribable horror followed. The white dresses of the women caught fire before their wearers could get out of the way of the rapidly spreading flames and one lady, shrieking in agony, ran about in the crowd, a veritable pillar of fire.

The dead taken out of the charred ruins of the stand were literally burned to cinders, and the police were unable to say whether the bodies were those of men or women.

The accident has caused a profound impression in Berlin, and the hospital is surrounded by crowds. Since the removal of the botanic collection to Dahlem the old Botanic Gardens have been used as a recreation ground, with tennis courts, a roller skating rink and a cycle track, which was only used for the first time last Sunday. Owing to their easily accessible position the gardens have become very popular and in fine weather attracted thousands of pleasure-seeking Berliners, whose traditional Sunday afternoon amusement is cycle racing.

The police estimate that three persons were killed and thirty-two more or less seriously injured in the race track accident.

Of the twenty persons severely injured, two died during the evening. Many persons were slightly injured. The fire caused by the flaming motor-cycle was soon extinguished by the firemen. Herr Julius Grossmann, the husband of Frau Grossmann, who succumbed to her injuries, is lying.

LONDON LETTER.

(From Our Own Correspondent.)

London, July 30.

Think of it, the end of July, and no summer to our record! Fatal glimpses of the sun, from time to time, but no real, old-fashioned Summer, with its heat and its glorious haytime and harvest. In its place has come a capricious thing that is spoiling the pleasure of the holiday makers, and sending the haymakers positively crazy. Already the greenings are drawing in, again—and the prophets tell us the rainfall for the Autumn is to be far beyond the normal. Cheerful, is it not?

Add to these depressing conditions that the Australians are "giving us beans," and a Frenchman has been the first to fly the Channel and you can gather how lugubrious are the reflections of the pessimists. Mr. H. G. Wells in the *Daily Mail* has been reproving us all for our slowness, and writers are falling all over each other in the sober *Morning Post* in the endeavor to scare us with tales of our naval and military unpreparedness.

Nevertheless, not even the bitterest enemy of the Government and they are a mighty number nowadays—could follow the logic of a suburban resident I met with in the train yesterday. He was in a sad state of mind over our shortcomings—he had been reading H. G. Wells—and he turned to me as the recipient of his moans. "I don't know what we are coming to," he said. "We haven't won a match worth speaking of this year, the Belgians won at Healey, and now a Frenchman has won in the air. What's the good of this Radical Government, anyway?"

There have been so many firing complaints from those interested in the Far East, lately, that the Japanese are playing the game in commerce as they should with their ally, that I have been trying this week to run some prominent men to their lairs and get their views. I have found them, shy, though what leading politicians think seems to be that it is as well to let the alliance run now in the interests of stability in the East, and that British traders must suffer their grievances in silence—as far as possible—in the Imperial interest.

Yesterday I was going down Kingsway when I saw against W. T. Stead, the well known editor of the *Review*, and I tackled him on the matter, in order to get the view of the anti-Imperialists. I found he was too in favour of the continuance now we were in it. "In the beginning," he said, "it was a great blunder, but now the situation is somewhat different, and so long as it makes for peace there is something to be said for it."

"I am in favour of alliances with everybody, but not aggressive alliances. If the alliance in this case maintains the peace in our Eastern lands, let us keep on with it." I showed him a recent editorial from a prominent paper in the East saying bluntly that Japan would never get her true perspective of the relation she bears to the world till some Western nation gave her a merciless drubbing, and reduced her insolent conceit.

"I am against all merciless drubbings," retorted Mr. Stead with warmth. "Those on the spot no doubt know best about their grievances concerning Japanese commercial and administrative methods. I have heard many complaints. But let us have no merciless drubbings. Whatever difficulties there are may be solved by time and other solutions if they are searched for." In all lands at this time there is a growing belief that the Far East is coming to be one of the most interesting arenas of international movements in the world. Sir Robert Hart has repeatedly predicted such developments since his return to England and they are coming more quickly than his hearers thought.

There is America keen on "getting into the game" and even Belgium anxious not to miss commercial advantages for the Belgians are, above everything else, a commercial nation. King Leopold has been expressing his views this week to the Paris correspondent of the *New York Herald* and he is of opinion that China will be the best field in the world to-day for the activity of the men of enterprise of all nations.

The first cargo of frozen Chinese pigs arrived in the Thames this week and are being offered to-day at Smithfield market. There are about four thousand carcasses altogether and great interest is being shown in this new food supply. The carcasses have been reported of excellent quality and in fine condition after the voyage. American and Australian importers of refrigerated meat are wondering how far this new competition is to affect them.

We have just had a large number of Turkish Parliamentary delegates here studying our institutions, being entertained, and thanking our people for the sympathy of England in the great struggle that overthrew the Sultan. They were promptly approached by Mr. Zangwill and those Zionists who want to see an autonomous Jewish colony established in Mesopotamia where there are already many British Jews.

The Turks gave no encouragement. They frankly stated that the Turkish people would be repelled by the suggestion that a semi-independent province should be established within the Turkish Empire in which there should be a preponderant Jewish population. Indeed it is asserted that neither Turkish waters nor the general sentiment has yet reached the height of accepting the principle of self-government for outlying portions of the Empire.

It was very hard lines on Mr. Latham that he came so near to the Dover pier in his cross-channel flight and then had to fall for a second time into the sea owing to family motor ignition. He is one of the pluckiest men in the world and he deserves a better result. Nevertheless he will try again, and perhaps his heavy prize list will offer for various aerial races will be depleted by him. Mr. Blierot, the victorious

Frenchman, who came over to see us in such a sensational fashion, is being fed to his own kind with great acclaim.

The comments of most foreign papers to the end that the flight opens a new epoch for England, for with the Channel overtaken she loses her strong natural defence. But it is pointed out by scientists and others that until the airships are developed a whole lot further they can't be much use for invasion purposes. That is to say, they will be unable to take the enemy back again if he finds conditions not so favourable as he thought. "It will be a case of 'burning his boats' behind him. Under present conditions he will have to stay where he lands, whatever happens to him. Blierot could not have turned round and returned to France at will.

The American Brothers Wright while admitting that the flight was fine, do not commit themselves to further prophecy than to say that the airships of the future will be useful in sport and military observation.

The French War Ministry is not going to be behind, in spite of these predictions of limitations. It already has an Aerial Department which is preparing regulations for air navigation on the lines of existing international sea regulations. Aeroplanes and airships will be obliged to carry red and green lights to indicate the direction in which they are proceeding, and if one aviator desires to pass another he must either turn to the left or rise at least thirty metres higher and pass over his fellow traveller. It is suggested that an International Conference should be called to draw up rules of general application.

THE SUBMARINE DISASTER OFF LOWESTOFT.

The accident whereby Submarine C11 was run down by the steamer Eddystone, off Lowestoft, on the Norfolk coast, two officers and a seaman on deck alone being saved; thirteen of the crew being drowned, occupies many columns in the papers just to hand. A graphic account of the disaster was given at Shoreham by a seaman who witnessed it from the deck of a torpedo-boat and who put off in charge of a rescue party.

"It was a clear night," he said, "a night upon which a disaster would seem impossible. We were steaming ten knots towards Lowestoft. The Bonaventure, the parent ship, was leading. The nine submarines in the flotilla followed in line of three. C11 slightly leading, with the torpedo-boats in line in shore.

"All lights were showing—we were like a little town upon the water. We could see the Eddystone coming towards us. She tried to pass between the lines of submarines, and in so doing struck C11. She hit her well aft and cut her tail clean away. The submarine heeled over and went down like a stone. 'I heard someone cry 'Man overboard' and in a moment the boat's main pipe was giving its call, 'Pipe away, all boats' giving it.

The searchlights from the Bonaventure and the torpedo-boat C12 were switched on, illuminating the scene brilliantly. I was away in our dinghy within three minutes, and we rowed about for hours looking for the crew of the sunken vessel.

The trivern was picked up by a boat from the submarine C12 and taken to the Bonaventure. One boat from the Eddystone also put off. Once I thought I heard a cry in the night, but we could find no one.

How Lieutenant G. G. Brodie, the officer commanding the submarine C11, was saved by his brother officer Lieutenant Watkins was told by another eye-witness.

"Lieutenant Watkins," he said, "was in the conning tower of the C11 when the collision took place. Lieutenant Brodie was below, taking a short rest before coming on duty. Most of other members of the crew were also sleeping below on their mattresses.

"When the shock came, Lieutenant Brodie, although the water was pouring into the side of the C11, went round and roused the sleeping crew. The water was up to his waist before he scrambled up the short ladder to the deck above. He had awakened several of the crew, but they could not get out in time to avoid the rush of the water. The C11 sank in thirty-five seconds from the time she was struck.

The Able-Seaman Simpson, in the C11 was the only seaman who managed to get up the ladder and escape in time. Lieutenant Watkins was thrown by the force of the collision into the sea. He was wearing a thick lama-skin coat at the time, a sweater, and could not keep himself afloat because of the weight of his clothing.

"Lieutenant Brodie, who with Stripes had sprung into the water, called out to the sailor, 'Are you all right?' "Stripes, answered in cheery tones, 'Don't you worry about me, Sir. Stripes was awfully strong, and so Lieutenant Brodie stuck to me.' "Lieutenant Watkins, who was sinking, Lieutenant Brodie reached Lieutenant Watkins just as he was sinking for the third time, and kept him afloat for full ten minutes, when they were both picked up by a boat from the submarine C12. Lieutenant Watkins was at once taken to the sick-bay of the Bonaventure and was kept there.

"The coxswain of the ill-fated C11 only two days ago at Grimsby received a wire announcing that his wife had presented him with a daughter.

The man who was steering the C11 at the time of the collision was carried under water by the weight of his seaboots.

The captain of the Bonaventure was splendid in all that he did, and there was very little confusion, although for some moments after the first alarm was raised we did know that there was a submarine sunk. On our way back to Shoreham, Lieutenant Osborne slipped overboard from submarine C14, and was only rescued from drowning by a boat from torpedo-boat 104.

Mr. T. B. Fritchard, skipper of the steamer Eddystone, on arrival at Hull, gave a brief account of the disaster, and of what appeared to him to be the cause. The searchlights of the cruiser escorting the submarine, he said, "hit him in the face" and dazzled him and his companions on the Eddystone's bridge. This, he said, prevented him from seeing the submarines following the cruiser. "When he heard the crash, which told him that he had collided with a vessel, he stopped and lowered his boats. He did not succeed in detecting any rescues. The torpedo-boats had already picked up the three survivors, and the rest were beyond help. There was nothing for him to do but to resume his voyage."

The present is the fourth disaster to the British submarines, the first was run down and sunk by the *Berwick Castle* in March 1904, eleven men being drowned; the second was the *Albatross*, which was run down and sunk by the *Albatross* in February 1905, and the third was the *Albatross*, which was run down and sunk by the *Albatross* in June 1906.

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REPORTING.

English Cricket.

In the matches played on August 12, 13 and 14: Lancashire beat Middlesex at Manchester by 243 runs; Yorkshire defeated Derbyshire at Sheffield by five wickets; Hampshire beat Worcestershire at Worcester by 173 runs; and Surrey defeated Gloucestershire at Gloucester by eight wickets. The matches between the Australians and an Eleven of England at Blackpool, Somersetshire and Kent at Tunbridge Wells, and Sussex at Nottingham, were drawn.

Result to August 15, 1909.

Counties.

Played

For

Lost

Drawn

Points

Percentage

Kent..... 22 13 2 7 11 72.33

Yorkshire..... 21 11 3 7 8 67.14

Lancashire..... 20 12 4 4 8 60.00

Surrey..... 25 13 6 6 7 38.84

Sussex..... 22 6 13 3 8 33.33

Worcestershire..... 17 8 7 2 1 6.66

Northampton..... 16 8 7 1 1 6.66

Hampshire..... 18 6 6 0 0 00.00

Gloucestershire..... 17 4 5 8 1 11.11

Somersetshire..... 12 4 5 3 1 11.11

Nottingham..... 15 5 8 0 3 23.07

Essex..... 16 2 5 8 3 42.86

Leicestershire..... 10 3 7 0 5 45.45

Warwickshire..... 16 2 7 7 5 55.55

Derbyshire..... 18 12 4 10 6 66.66

Gloucestershire..... 19 11 6 11 3 64.61

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via SUEZ, PANAMA, COLON, Port Said & MARSEILLES	Capit. D. C. GREGG, R.N.	August	
SHANGHAI, MOJI, KOBÉ, NIPPON & YOKOHAMA	Capit. E. P. MARTIN, R.N.	About 27th	Freight and Pass.
SHANGHAI	ASSAYE	About 2nd	Freight and Pass.
	Capit. OWEN JONES, R.N.	September	

R. A. HEWITT, Superintendent.

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S.S. NIOMEDIA 12th Sept.	For Marseille, Havre & Hamburg
S.S. LIBERIA 15th Sept.	S.S. AMBRIA 1st Sept.
S.S. LIBERIA 18th Sept.	For Havre & Hamburg
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S.S. LIBERIA 27th Sept.	S.S. AMBRIA 1st Sept.
S.S. LIBERIA 30th Sept.	S.S. NIOMEDIA 12th Sept.
S.S. LIBERIA 3rd Oct.	S.S. LIBERIA 15th Sept.
S.S. LIBERIA 6th Oct.	S.S. LIBERIA 18th Sept.
S.S. LIBERIA 9th Oct.	S.S. LIBERIA 21st Sept.
S.S. LIBERIA 12th Oct.	S.S. LIBERIA 24th Sept.
S.S. LIBERIA 15th Oct.	S.S. LIBERIA 27th Sept.
S.S. LIBERIA 18th Oct.	S.S. LIBERIA 30th Sept.
S.S. LIBERIA 21st Oct.	S.S. LIBERIA 3rd Oct.
S.S. LIBERIA 24th Oct.	S.S. LIBERIA 6th Oct.
S.S. LIBERIA 27th Oct.	S.S. LIBERIA 9th Oct.
S.S. LIBERIA 30th Oct.	S.S. LIBERIA 12th Oct.
S.S. LIBERIA 3rd Nov.	S.S. LIBERIA 15th Oct.
S.S. LIBERIA 6th Nov.	S.S. LIBERIA 18th Oct.
S.S. LIBERIA 9th Nov.	S.S. LIBERIA 21st Oct.
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S.S. LIBERIA 27th Jul.	S.S. LIBERIA 9th Jul.
S.S. LIBERIA 30th Jul.	S.S. LIBERIA 12th Jul.
S.S. LIBERIA 3rd Aug.	S.S. LIBERIA 15th Jul.
S.S. LIBERIA 6th Aug.	S.S. LIBERIA 18th Jul.
S.S. LIBERIA 9th Aug.	S.S. LIBERIA 21st Jul.
S.S. LIBERIA 12th Aug.	S.S. LIBERIA 24th Jul.
S.S. LIBERIA 15th Aug.	S.S. LIBERIA 27th Jul.
S.S. LIBERIA 18th Aug.	S.S. LIBERIA 30th Jul.
S.S. LIBERIA 21st Aug.	S.S. LIBERIA 3rd Aug.
S.S. LIBERIA 24th Aug.	S.S. LIBERIA 6th Aug.
S.S. LIBERIA 27th Aug.	S.S. LIBERIA 9th Aug.
S.S. LIBERIA 30th Aug.	S.S. LIBERIA 12th Aug.
S.S. LIBERIA 3rd Sep.	S.S. LIBERIA 15th Aug.
S.S. LIBERIA 6th Sep.	S.S. LIBERIA 18th Aug.
S.S. LIBERIA 9th Sep.	S.S. LIBERIA 21st Aug.
S.S. LIBERIA 12th Sep.	S.S. LIBERIA 24th Aug.
S.S. LIBERIA 15th Sep.	S.S. LIBERIA 27th Aug.
S.S. LIBERIA 18th Sep.	S.S. LIBERIA 30th Aug.
S.S. LIBERIA 21st Sep.	S.S. LIBERIA 3rd Sep.
S.S. LIBERIA 24th Sep.	S.S. LIBERIA 6th Sep.
S.S. LIBERIA 27th Sep.	S.S. LIBERIA 9th Sep.
S.S. LIBERIA 30th Sep.	S.S. LIBERIA 12th Sep.
S.S. LIBERIA 3rd Oct.	S.S. LIBERIA 15th Sep

Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave HONGKONG	Connecting Steamers from Colombo to MARSEILLES & LONDON	Due MARSEILLES (Brindisi earlier)	Due LONDON (1 day later)
Steamer TONS	Leave	Steamer TONS	Saturday	Friday
ARCADIA 7000	Feb. 5	MANTUA 11000	March 5	March 11
ASSAYS 7500	Feb. 19	CHINA 8000	March 19	March 25
DELTA 8000	March 5	MALWA 11000	April 5	April 11
MACEDONIA 10500	March 19	(Through steamer calling at Bombay)	April 19	April 25
DEVANHA 8000	April 5	MONGOLIA 10000	April 30	May 6
ASAYE 7500	April 19	MARMORA 10500	May 14	May 20
DELTA 8000	May 5	MOELA 11000	May 28	June 3
DEBEL 8000	May 19	MOULTAN 10000	June 12	June 18

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

Fares to London (Including Surcharge)
1st Saloon £71.10 Single £106.14 Return
2nd " £48.8 " £72.12 "

In addition to the above Mail Steamers the following—
INTERMEDIATE (Non-Transit) STEAMERS
WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
TONNAGE	about	about
SYRIA 6800	January 28	March 12
SUMATRA 4800	February 9	March 23
NTANZA 4800	February 23	April 6
SYDIA 4800	March 9	April 23
MALTA 4800	March 23	May 6
SARDINIA 5570	April 6	May 20
NORE 5700	May 13	June 2

These steamers call also at Singapore, Penang, Colombo, and at Marcellis.
Fares to London (Including Surcharge)
1st Saloon £85.00 Single £120.00 Return
2nd " £55.00 " £85.00 "

For further particulars, apply to
E. A. HEWETT, Superintendent.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
RUBI	2540	W. R. Almond	Manila	SATURDAY, Aug. 21, at 5 p.m.
KAIRO	2540	R. R. Rodger	Manila	SATURDAY, Aug. 28, at Noon

For Freight or Passage, apply to
Shewan, Tomes & Co., General Managers.

THE EASTERN & AUSTRALIAN
MAIL SERVICE.

TO AUSTRALIA.

MAIL SCHEDULE.

(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	August 21	23rd August, at Noon
EMPIRE	Sept. 21	15th Sept., at Noon
EASTERN	Sept. 21	13th Oct., at Noon

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars, apply to
GIBB, LIVINGSTON & CO., Agents.

Hongkong, November 2, 1908.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAPAN	Second half of August	JAVA	Second half of August
TJIMAH	JAVA	First half of Sept.	SHANGHAI	First half of Sept.
TJILIWONG	JAPAN	Do.	JAVA	Do.
TJIKINI	JAVA	Do.	JAPAN	Do.
TJILATJAP	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TJIPANAS	JAVA	Do.	SHANGHAI	Do.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.

YOKO BUILDING, 1st Floor. Telephone No. 375.

INDRA LINE, LIMITED.

FOR NEW YORK.

The Steamship INDRAWADI, Captain W. Gray Williams, will be despatched, as above, on or about 21st August. For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, July 14, 1909.

THE BACK DOOR.

A SKETCH OF WHAT MIGHT HAPPEN.

Reprinted from the CHINA MAIL.

To be had at the CHINA MAIL Office, 5 Wyndham Street.

Price, 30 Cents.

Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.S.S. 'MACEDONIA',
10,500 tons.

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR

MARSEILLES AND LONDON, Via BOMBAY.

WILL leave Hongkong on MARCH 19th, 1910, staying

at Bombay 24 hours only and is due to arrive at—

MARSEILLES... April 16th.

LONDON... April 26th.

FARES TO LONDON—

1st Saloon £71.10 Single £106.14 Return.

2nd " £48.8 " £72.12 "

For further Particulars apply to

E. A. HEWETT, Superintendent.

Hongkong, August 13, 1909.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., Via MOJI,

KOBE, YOKOHAMA, HONOLULU AND

SALINA CRUZ (Mexico).

sails 1909.

S.S. America Maru - 5000 tons gross Aug 30th, at noon

S.S. Hongkong Maru - 6000 " " Oct. 26th, at noon

S.S. Manshu Maru - 5000 " " Dec. 10th, at noon

For particulars apply to K. MATSUDA, Manager.

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SOUTH MANCHURIA RAILWAY

SHORTEST AND QUICKEST ROUTE BETWEEN
THE FAR EAST AND EUROPE.
VIA DAIRIN.

SUMMER SCHEDULE.

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of an excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Shanghai in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. 'Kobe Maru' and 'Sakiko Maru' (3,977 tons each) as follows—

NORTH-BOUND.

Leave—Shanghai (Steamer)	Thursday	Saturday or Sunday
Arrive—Dairen	Sunday	Tuesday or Friday
Lv. — Shanghai	11 a.m.	
Lv. — Mukden	3.50 p.m.	
Lv. — Changchun	9.15 p.m.	
Lv. — Harbin	7 a.m.	
Arr. — Dairen	6.55 a.m.	
Arr. — Harbin	8 p.m.	

SOUTH-BOUND.

Leave—Dairen	Thursday	Saturday or Sunday
Arrive—Shanghai	Sunday	Tuesday or Friday
Lv. — Dairen	11 a.m.	
Lv. — Mukden	3.50 p.m.	
Lv. — Changchun	9.15 p.m.	
Lv. — Harbin	7 a.m.	
Arr. — Shanghai	6.55 a.m.	
Arr. — Harbin	8 p.m.	

* Russian Train time is 25 minutes earlier than S. M. R. time.

TICKET AGENTS—The Company's railway and steamer tickets are obtainable at all the Agencies

Yessels Advertised as Loading

Destination	Company	Time
Australian Ports	Alidenham (C)	Aug. 25, at Noon.
B'way, S'pore, Penang	Bombay Mail (C)	Aug. 21, a.m.
Cebu, S. India	Kalikka (C)	Aug. 26, at 4 p.m.
Europe, &c.	Groeben (C)	Aug. 25, at Noon.
Europe, &c.	Groeben (C)	Aug. 25, at 3 p.m.
Yokohama (C)	Jardine, Matheson & Co., Ltd.	
	Nippon Yusen Kaisha	
	Butterfield & Swire	
	Moloch & Co.	
	Jardine, Matheson & Co., Ltd.	

Fiume, Trieste, &c.	Silvia (s)	Sander, Wisler & Co.	About Aug. 23.
Gepce, Mar., L'don, &c.	Mishima Mara (s)	Nippon Yusen Kaisha	About Aug. 23.
Havre, Bremen & H'burg	Abdallah (s)	Hamburg-Am'ke Linie	Sept. 1.
		Eng. Hok Fong & Co.	Sept. 8

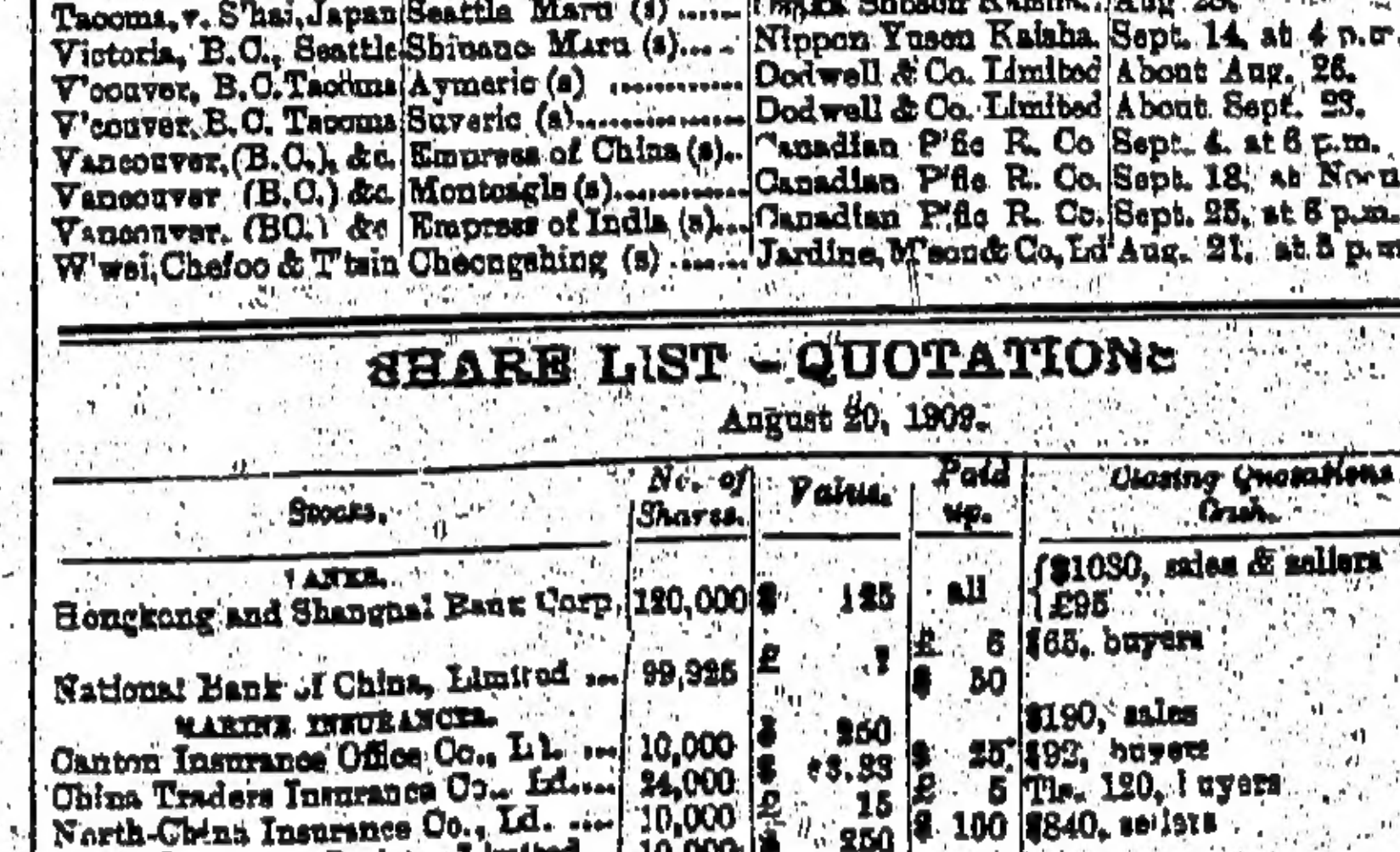
Japan, Manchuria, &c.	Furusu (s)	Java-China-Japan Lijn	End Half Aug.
Japan, &c.	Tijlboom (s)	Meesters & Co	About Aug. 21.
Kobe and Yokohama	Prins Waldemar (s)	P. & O. S. N. Co	Aug. 21, at Noon.
London, &c.	Olemdon (s)	Jardine, Mathon & Co, Ltd	About Aug. 22.
London & A'werp	Carmarthenshire (s)	Jardine, Mathon & Co, Ltd	About Aug. 23.
Mar., Udon & Leith	Carmarthenshire (s)	Hamburg-Am'ka Linie	Sept. 2.
Mar., Havre & H'burg	Saxonia (s)	Shimonoseki Kisen	Sept. 1. Theilshih

Marsellus, London Co.	L. mba mba (s)	Napoli, Italy	Sept. 1, at 1 p.m.
Mar., L'don, v. sp. do	Syria (s)	P. & O. S. N. Co.	About Aug. 35.
Marsellus, v. sp. do	London (s)	Marsellus, v. sp. do	Aug. 31, at 1 p.m.
Marsellus, v. sp. do	Tamling (s)	Butterfield & Swire	Aug. 34, at 3 p.m.
Marsellus, v. sp. do	Yamling (s)	Jardine, Matheson & Co. Ltd.	Aug. 37, at 4 p.m.
Marsellus, v. sp. do	Rafel (s)	Shewan, Tomes & Co.	Aug. 23, at 5 p.m.
Marsellus, v. sp. do	Zafel (s)	Shewan, Tomes & Co.	Aug. 23, at Noon.
Marsellus, v. sp. do		Shewan, Tomes & Co.	Aug. 23, at Noon.

Manila, A'ian Ports.	Chingaba (s)	Butterfield & Swire	Aug. 24, at 4 p.m.
Manila, A'ian Ports.	Kwai Maru (s)	Nippon Yusen Kaisha.	Sept. 5, at noon
Newchwang.	Kwaiyang (s)	Butterfield & Swire.	Aug. 21, at 4 p.m.
New York.	Indrawadi (s)	Jardine, Matheson & Co Ed	About Aug. 31
New York.	Pannoh (s)	Dodwell & Co. Limited	About Sept. 12
Ningbo & Shanghai.	Fakhot (s)	Butterfield & Swire.	Aug. 25, at 4 p.m.

Seattle, v. S'hai, Japan	Minnesota (s)	Nippon Yusen Kaisha	Nov. 4, at Noon
Sakima, Cruz, v. Japan	America Maru (s)	Toyo Kisen Kaisha	Aug. 30, at Noon
San Francisco v. Japan	Mongolia (s)	Pacific Mail S.S. Co.	Aug. 28 at Noon
San Francisco v. Japan	Tenyo Maru (s)	Toyo Kisen Kaisha	Sept. 3, at Noon
		Yokohama Specie Co.	Sept. 2, at Noon

S'hal, Kobe & Yama	Polytechnic (s)	Hamburg, Am & Linc	Aug. 30, at Noon
S'hal, Kobe & Yama	Ambria (s)	Jardine, Matheson & Co.	Aug. 30, at Noon
S'hal, Moji, Kobe & Yama	Yokohama	Nippon Yusen Kaisha	Aug. 30, at Noon
S'hal, Moji, Kobe & Yama	Yokohama	P. & O. S. N. Co.	about Aug. 27
S'hal, Moji, Kobe & Yama	Nile (s)	Malchers & Co.	about Aug. 26
S'hal, Moji, Kobe, Yama	Derfingler (s)	Butterfield & Swire	Aug. 23, Daylight
Shanghai	Chernan (s)	Butterfield & Swire	Aug. 30, at 4 p.m.
Shanghai	Anhui (s)	Yokohama	Aug. 30, at 4 p.m.
Shanghai	Choyang (s)	P. & O. S. N. Co.	4th inst Sept. 2
Shanghai	Amoye (s)	Yokohama	1st inst Sept.
Shanghai	Nippon	Yokohama	Aug. 23, at Noon
Shanghai	Yokohama	Douglas Laprak & Co.	Aug. 24, at 2 p.m.
S'tow, Amoy & F'chow	Hainan (s)	Douglas Laprak & Co.	Aug. 27, at 2 p.m.
S'tow, Amoy & F'chow	Hainan (s)	Butterfield & Swire	Aug. 23, at 4 p.m.
S'tow, Amoy & S'hal	Paoing (s)	Yokohama	Aug. 22, at 10 a.m.
S'tow, Amoy & Tamsui	Paiting Maru (s)		



Union Insurance Society, Ltd.	10,000	\$	100	50	\$227, sales
Yangtze Insurance Association Co.	10,000	\$	100	50	\$127, sales
FIRE INSURANCE					
China Fire Insurance Co., Ltd.	20,000	\$	100	10	\$115, sales & claims
Hongkong Fire Insurance Co., Ltd.	8,000	\$	150	50	\$345, buyers
DOCKS, ETC.					
H'kong & Whampoa Dock Co., Ltd.	50,000	\$	50	all	\$50, buyers
Geo. Farwick & Co., Limited.	18,000	\$	25	25	\$11, sellers
New Amoy Dock Co., Ltd.	10,000	\$	67	67	\$0
Shanghai Dock and Eng. Co., Ltd.	55,000	Tls.	100	10	\$100, Tls. 72
STEAMBOATS, ETC.					
China and Mantle S. S. Co., Ltd.	50,000	\$	25	25	\$10, sellers
Douglas Steamship Co., Limited.	20,000	\$	30	all	\$58
H. R. G. and M. Steamship Co., Ltd.	20,000	\$	15	15	\$314, sales
Indo-China S. N. Company, Ltd.	20,000	\$	5	all	\$241, buyers; London \$189, do. 25
Har Ferry Company, Ltd.	10,000	\$	10	10	\$26
Shell Transport & Trading Co., Ltd.	10,000	\$	1	1	\$15, sellers
Taka Toru and Lighter Co., Ltd.	8,600	Tls.	50	50	Tls. 65
Shanghai Tug and Lighter Co., Ltd.	200,000	Tls.	50	50	Tls. 47
do. Preference.	100,000	Tls.	50	50	Tls. 53
REFINERIES.					
Amoy Refining Co., Limited.	20,000	\$	100	all	\$140

	China Sugar Company,	7,000	\$	100	al	\$24, buyers
	Hongkong Sugar Corporation Limited,	7,000	T	60	Tls	\$78, 288
	Perak Sugar Cultivation Co., Ltd.	7,000	T	60	Tls	\$78, 288
	WHEATY.					
	H.K. & Kow. Wheat Godown Co.,	80,000		50	al	\$60, all 18
	Shanghai and Hongkong Wheat Co.,	32,000	Tl.	100	Tls	\$100, Tls. 145
	LAND AND BUILDING.					
	Hongkong Land Investment Agency Company, Limited	80,000	\$	100	100	\$105, buyers
	Shanghai Land Investment Co., Limited	78,000	Tl.	50	Tls	\$79, 119
	Kowloon Land and Building Com- pany	6,000	\$	50	\$	\$30, sellers
	Wei-hai-wei Land & Building Co.,	3,874	T	25	Tls	\$12, 9
	Hampshire Estate & Finance Co.,	(60,000)	\$	10	al	\$81, 118
	West Point Building Co., Limited	12,500	\$	50	\$	\$44, sellers
	TRAMWAYS.					
	The Peak Tramways Co., Ltd.	25,000	\$	10	al	\$11
		60,000	\$	1	\$	\$11
	MIXING.					

10	Société Française des Charbon- nages du Tonkin	18,000	25	10	18.20, sales
10	Siang Anst. Gold Mining Co. Ltd. note.	200,000	1	13/10	88 1/2, sellers
		12,000	5	25	127 1/2, (M-F) buyers
		0.0 1/2	5	11	245, (M-F) buyers
	Hongkong Hotel Company, Ltd.	0.0 1/2	25	25	119
	Yee Hing Hotel Co., Ltd. (S'hal. travellers)	20,000	2	10	18.20, sales
20	A. S. Watson & Co., London	20,000	2	10	8 1/2, sellers

Watkins & Co., Ltd.	7,000	2	10	11	12 1/2 buyers
H.K. and China Gas Co., Limited	8,000	7	10	11 1/2	12 1/2 buyers
Shanghai Gas Company, Ltd.	8,000	4	10	12	12 1/2 buyers
Hongkong Electric Co., Limited	8,000	4	10	12	12 1/2 buyers
STEEL & ALUMINUM.					
Green Island Cement Co., Ltd.	39,000	2	10	11	18.80, value
Beil's Asbestos Eastern Agency, Limited	3,504	2	17 1/2	17 1/2	11 1/2, sales & buyers
United Asbestos Oriental Agency, Limited	100 tons	1	10	10	11 1/2, 12.40
Union Waterboat Co., Limited	50,000	10	10	10	13.00
	100 tons	10	10	10	11 1/2, sellers
	100 tons	10	10	10	11 1/2, buyers

Hongkong Dry Dock Co., Ltd.	5,000	25	all	\$180, sellers
Hongkong Ice Storage Co., Limited	4,000	50	all	50, sellers
Robinson Steam Co., Limited	16,380	10	all	\$24, 225
Shanghai Waterworks Co., Ltd.	67,006	10	all	\$34, sellers
Strong Rope Manufacturing Co., Ltd.	123,000	10	all	\$2, 1/2
Swong Cotton Spinning Co., Ltd.	23,000	10	all	\$10, 150
International Cotton Manufacturing Co., Limited	10,000	15	all	\$1, 50

Latex-Rubber-Mat Cotton Spinning	3,000	Ts. 100	Ts. 100	Ts. 100
and Weaving Co., Ltd.				
Soy Cheese Cotton Spinning Co., Ltd.	2,000	Ts. 600	Ts. 600	Ts. 432
Obins: Provident Loan Mortgage	500,000	1/2	10	92.67 sellers
Co.'s Limited				
China Siam Company, Ltd.	50,000	12	12	118 1/2
Campbell, Moore & Co., Limited	1,900	1	10	112
	12,000			
W. F. Powell, Limited	5,000	1	5	\$4, sellers
	5,000			
	5,000	1	25	\$4, sellers
South China Marling Post	50,000	10	10	\$6.00, sellers
China Light and Power Company	50,000	1	1	

	Steam Laundry Company, Limited.	20,000	10	10	1857					
	Wassermann Limited.	175	10	100	1910 buyers					
II	OCEAN COMCASTER									
	Philippine Co., Limited.	20,500	10	10	45					
III	LOANS.	Amount.	Paid.	Interest.	Guarantee.					
	Omnibus Imprest 1896-1897 187,500 Rs. 2507 1/2 annual at 5%.									
	YVESON and SMYTH, Agents.									
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